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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Poland

Document No. 1

DATE:

NO CHANGE in Class. ☐

INFO

SUBJECT Air Force Training ☐ DECLASSIFIED

Class. CHANGED TO: TS S

C DIST.

24 December 1946

PAGES

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1. The time required for the training of a pilot, navigator or technical officer is approximately 3 years. All students of the flying schools, after graduating and being posted to units, are granted the rank of W/O (now classified as officer). Any students with a good "political" record are distinctly favored. After graduating, students are usually assembled in one squadron of the unit to which they are posted, and there supplement their practical training. They are subjected to examinations regarding their technical knowledge, equipment, flying technique, and if they pass, are allowed to fly solo. Stress is laid on the knowledge of the area adjoining the airfields (within a radius of 300 km) and the students are examined every month about this subject.
2. Flying schools for cadet officers, which train future officers of the air force are located at Deblin and Radom. At the schools students fly on all types of aircraft following which they specialize. Most of the instructors are Russians. There is a Technical School for Cadet Officers in Warsaw Boernerowo which trains technical personnel.
3. Privates are trained at specialists' courses in Radom, are promoted N.C.O.s after graduation, and are posted to units where they receive additional supplementary training as specialists.
4. The longest period of theoretical training both for the technical and the flying personnel takes place in the winter terms. Training is rather one-sided. Practical training takes place in the summer. Officers are subjected to frequent examinations by a commission, appointed by the divisional or Air Force Command. The training is believed to be sufficient as regards professional knowledge. There are medical examinations every six months, but they are less severe than they used to be before the war in Poland. The medical board is mixed, consisting of Poles and Russians of the Red Army.
5. After the initial training in flying, students are classified according to which types of planes they are to specialize in in the future; this selection is based in the first place on the opinion of the instructors, and the students' wishes are taken into consideration in as far as it is practicable. Pilots of transport planes are selected from among senior pilots, with greater experience, who have flown various types of aircraft. The same refers partly to bomber pilots. After a pilot is allowed to fly solo and has been posted to a type of aircraft, he continues to train in accordance with the time table laid down for that type of aircraft. The average number of hours in practical training about 10 hours.

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6. Fighter flying, has the following time table:

- a. Flights in formation - flying in twin formation, in flights, in squadrons and regiment formation. Every pilot is expected to get two hours flight per month;
- b. Navigational flights - over an assigned route, at least two flights of an hour and half each per month;
- c. Altitudinal flights - no training at present;
- d. Night flyings - training expected, not yet introduced;
- e. Blind flying - since May 1946, the training in blind flying has been fairly intensive. Temporarily, training "UT-2" are used. The hours of flying number three to four per month.

In addition to the above mentioned flights, at least twice monthly students are expected to fly for firing exercises (at the wind sleeve) and at least two flights for practising firing at targets on the ground.

Before starting on flights on any type whatever the student studies theoretically the engines, the theory of flying and related subjects. Before being allowed to fly the students must pass a successful examination in these subjects.

7. After arriving in a new unit, pilots are not usually given any special instructions. Only their professional knowledge is checked up, their technical, flying and other abilities estimated. In accordance with the results of this checking up, the pilots are allowed to fly or are told to supplement their knowledge.

A newly-arrived pilot is regarded as raw material in his new unit. He undergoes his further theoretical and practical training in the unit. He is regarded as a combat pilot after a year's stay in the unit (during peace time) according to the candidate's individual abilities (80-100 hours of flight).

8. The training in a squadron consists of:

a. Theoretical:

- (1) Navigation - radio-navigation
- (2) Aerial gunnery, theory of weapons, theory of firing;
- (3) Wireless
- (4) Flying theory
- (5) Air force tactics (including silhouettes and features of aircraft of foreign countries, especially English and Americans)
- (6) Technical training: aircraft, engines, board instruments;
- (7) Ground firing: rifles, MGs, pistols.
- (8) Meteorology;
- (9) Regulations on airfields, take-offs,
- (10) P.T.

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- b. Practical training:
- | | <u>Minimum No. of hours of flying</u>
<u>per month</u> |
|---|---|
| (1) Navigation and radio-navigation flights | 2 |
| (2) Firing at wind sleeve and targets on the ground
(singly, in couples, in flights) | 2 each |
| (3) Aerial combat (single aircraft,
flights, squadrons) | " |
| (4) Flights in formations | |
| (5) Flights in war grouping | |
| (6) Single flights in aerobatics | |
| (7) Flights for the testing of flying technique
(OC squadrons every six months, OC flight every
three months, pilots every month) | |
| (8) Landing with side winds | |
| (9) Blind flying (with instruments) | |
| (10) Flying in clouds. | |

c. Training of commanding officers:

OC squadrons undergo every month two days of theoretical training modelled on war game, in the tactical use of the air force in various types of warfare. These war games are prepared by the divisional commander and the OC Regiment as well as his deputy take part in them.

No exercises in the co-operation of the air force with ground troops were observed. So far the fighter Air Force has not undergone such training.

The training program for bomber air force is not known. There is no set number of hours which the pilots must fly. The number of flights are charted out every month, in accordance with programs which are imposed from higher levels.

All fighter planes are equipped with oxygen installations. No altitudinal flights were carried out.

9. Records

The following personnel records are being kept:

a. Pilots:

- (1) The Personnel Records Officer keeps a file with the details of a man's service, the certificates of the Air Force Medical Board, opinions on the pilot, an identity card with a photograph, a curriculum vitae;

- (2) The flight records contain:

A flight log: type of aircraft, time of flying, number of landings, tasks, estimates;

An estimate of air gunnery practice carried out as well as firing to ground targets together with a record (so-called "firing Card" -

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A record of all infringements of air force regulations.

b. The records of the aircraft and engine - kept in separate books, contain:

- (1) The number of hours worked on the ground
- (2) The number of hours worked in the air
- (3) Damage and repairs
- (4) Periodical functions
- (5) Pilots' comments on the working of the engine, the aircraft, and the deck instruments.

c. Records of armament:

- (1) Periodical functions
- (2) Damage and repairs
- (3) Number of shots fired

10. The air force units possess equipment which is wholly of Soviet origin and they depend entirely on the USSR, via the Air Force Command, for deliveries of fuel, spares, and engines. Food supplies and uniforms are supplied by the airfield service battalion to which a unit belongs from the nearest District Military Command (D.O.W.)

Practically all responsible posts either tactical or administrative are manned by officers of the Red Army. Every regiment has its mobile park which repairs aircraft not requiring factory overhaul. The park comprises the OC of the Park, technical officers, and civilian workers (welding etc)

There may be several units stationed on one airfield - this depends on the size of the airfields, for example in Krakow are stationed two regiments, the 2nd and the 3rd. There is a tendency to keep units of a uniform type on the same airfield. "Polish" Air Force units are based on permanent airfields.

11. Signals:

Radio stations directing aircraft in the air are mobile and mounted on motor vehicles.

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The "JAK" ^{aircraft} has a Russian w/t set with a range of 70 km. The RPK radio-location set is Russian.

The wavelength on any airfield is constant.

Orders of the Air Force Command are transmitted to Air Force Divisions and these re-transmit them to regiments.

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The first lines are signalled to the air force by rockets of a pre-arranged color.

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